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MEMORANDUM TO : Deputy Director (Plans)
THROUGH : Acting Chief, Development Projects Division, DPD *See 13*.
SUBJECT : OXCART Aircraft Deliveries

1. Until our meeting of 4 January I had understood that A-12 aircraft would reach a production rate of one per month before midpoint in the delivery schedule. Kelly's remark that his objective was to build five A-12's and one AF-12 during calendar 1962 comes as a surprise and disappointment. This will lengthen considerably the period between first flight and operational status.

2. The chronology as reconstructed from Kelly's monthly progress reports is as follows:

as of 13 October 1959	:	first flight 1 May 1961 seven aircraft flying the ensuing twelfth month and twelfth delivery in seven- teenth month.
as of 14 September 1960	:	first flight 30 August 1961 nine aircraft flying in twelve months, twelfth aircraft delivered by fifteenth month.
as of 16 December 1960	:	first aircraft delivered to by 1 August 1961, ninth in twelve months, twelfth (including first A-12) in fourteen months.
as of 7 March 1961	:	- "schedules in jeopardy" by 3-4 months due to delay in wing assembly (titanium extrusion problem) and engines (develop- ment problems).
as of 19 April 1961	:	- "schedule and December flight date in hand" -
as of 9 May 1961	:	No. 1 will fly 5 December 1961; No. 3 may precede No. 2; No. 2 uncertain due to

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as of 12 September 1961 : No. 1 will fly 27 February 1962;
Nos. 2 and 3 need be accelerated.

as of 28 September 1961 : at the meeting at [redacted]
Kelly quoted deliveries of No. 1 in
January, No. 2 in May, No. 3 in
July, No. 4 in August, etc.

as of 6 October and up to : No. 1 may fly in January 1962 with
and including the 4 J-75 engines, but not certain.
December report

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3. In [redacted] report of 31 October he observed that more
assemblers could be at work on Nos. 2,3 and 4, and quotes LAC to the
effect that No. 1 would fly 31 January 1962; No. 2 to [redacted]
in April; No. 3 to fly 31 May, and No. 4 on 31 August.

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4. In his 28 November report [redacted] reported that one of two "A"
jigs had been moved from Building 82 to Building 309 in preparation for
Air Force production. As of 21 December the "A" Jig in Building 309 was
reportedly empty, the "A" jig in Building 82 contained the wing and center
section assembly of aircraft No. 2; one "B" jig in Building 82 contained
the forward fuselage section of aircraft No. 2 and the second "B" jig was
empty. [redacted] does not have unescorted access to all buildings and can-
not report concurrently on all activity in all areas.)

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5. Kelly has protested that tank sealing and nacelle construction
are limiting factors. However, I am fairly certain he has made only front
fuselage parts for aircraft beyond No. 4. He is reluctant to run more
because of the expensive hot forming operation. I believe that this hold-
back, together with moving of the "A" Jig, while giving the Air Force the
best possible price break on following quantities, is a threat to an early
operational date to OXCART. If only five A-12 aircraft are built during
this year we would have one aircraft on constant test status, one tied up
[redacted] during the period, one two-place trainer, and only two available
late in the year for accelerated service test, operational training, pay-
load testing, etc.

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6. While engine development may well determine operational readiness
Pratt and Whitney are estimating a fully rated engine by next summer.

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7. I had intended to go into this with Kelly last Friday, but he did not return here after lunching with you. Unless you had the opportunity to discuss this with him at that time and are satisfied with the situation, I would recommend strongly that you impress Kelly, via a phone call, with the need for earlier deliveries.

6/
EUGENE P. KIEFER
SA/TA/DPD

SA/TA/DPD:EPKIEFER:hmj (10 January 1962)

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